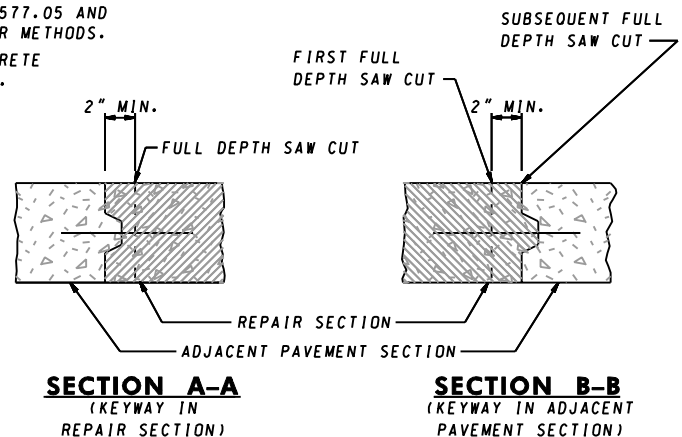


PLAN

NOTES

1. SHOULDER JOINT CUTS MAY BE CUT DIRECTLY ON THE EXISTING JOINT.
2. CUTS RUNNING PARALLEL AND ADJACENT TO A LANE OF TRAFFIC SHALL BE MADE A MINIMUM OF 2 IN. IN FROM THE EXISTING JOINT.
3. SAW CUTS MAY BE MADE INTO THE SHOULDER.
4. DASHED LINES INDICATE CUTS TO BE MADE.
5. SEE STANDARDS MD 577.02, MD 577.03, MD 577.04, MD 577.05 AND MD 577.06 FOR DETAILS OF TYPE 1 AND TYPE 2 REPAIR METHODS.
6. ALL SAW CUTS ARE INCIDENTAL TO THE SPECIFIC CONCRETE PAVEMENT REPAIRS ITEM IN THE INVITATION FOR BIDS.

NOTE: IF IT IS DETERMINED THAT THE KEYWAY IS FORMED IN THE ADJACENT PAVEMENT SECTION, THE SUBSEQUENT FULL DEPTH SAW CUT MAY BE MADE ON THE LONGITUDINAL JOINT.



LONGITUDINAL JOINT DETAILS

SPECIFICATION 522	CATEGORY CODE ITEMS										
APPROVED	<i>Kirk G. McCall</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT										
SHA State Highway Administration	<table> <tr> <td>APPROVAL • SHA REVISIONS</td><td>APPROVAL • FEDERAL HIGHWAY ADMINISTRATION</td></tr> <tr> <td>APPROVAL 3-6-86</td><td>APPROVAL 3-18-86</td></tr> <tr> <td>REVISED 10-1-01</td><td>REVISED</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> </table>	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	APPROVAL 3-6-86	APPROVAL 3-18-86	REVISED 10-1-01	REVISED	REVISED	REVISED	REVISED	REVISED
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Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
CONVENTIONALLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT REPAIRS
SAW CUTS FOR LIFT OUT METHOD

STANDARD NO. MD 577.01